

Neighborhood Central Area
Implementor DPD
Matrix ND-5

Activity *Evaluate possible land use and zoning changes as per the plan. Pursue those rezones found to focus on supporting a small scale, neighborhood serving commercial hub, providing for a range of residential housing types, allowing preservation and conversion of homes south of Union on 23rd to multifamily structures, increasing residential density moderately, and improving the pedestrian feel of East Union Street.*

ND-5: 1 of 1

Sub-Activity Examine possibility of developing mixed-use housing.

Sub-Act On April 7, 2005 DPD published the proposed Neighborhood Business District Strategy.
Comment(s)

Jason Wachs
10/19/05

Overview:

In an effort to stimulate and enliven Seattle's neighborhood business districts--the neighborhood centers where people interact and essential goods, services, and jobs are provided--the City is proposing a new strategy to reflect changing conditions and neighborhood plan goals.

Seattle's regulations play an important role in maintaining the vitality and character of these business districts. To effectively accomplish Comprehensive Plan and Neighborhood Plans goals, Mayor Greg Nickels directed DPD to work with citizens to improve pedestrian and transit orientation, support job creation, enhance housing opportunities, and maintain compatibility with surrounding residential areas. This Neighborhood Business District Strategy provides a blueprint for revisiting policies and regulations in mixed-use commercial centers outside of downtown, and will provide an opportunity to update cumbersome and outdated zoning regulations.

The amendments to the commercial section of the Land Use Code being proposed include:

- Map pedestrian-oriented commercial cores in business districts.
- Remove unnecessary obstacles to residential uses in commercial areas.
- Strengthen pedestrian-oriented street front development standards and guidelines.
- Refine categories of uses and establish new allowed maximum size of businesses.
- Revise requirements for residential amenities.
- Control the impacts of building size by means that encourage wider sidewalks, plazas, ground-level open spaces, or view corridors.
- Lower parking requirements based on local demand and to support alternative transportation. In Urban Centers and high capacity transit station areas, allow the market rather than the code to determine appropriate parking supply.
- Encourage customer or short-term parking over commuter or long-term parking.
- Balance auto access and parking with the needs of pedestrians and transit.
- Simplify the City's regulations so that they are easier to understand.

The Neighborhood Business District Strategy objectives are intended to ensure that Seattle's mixed-use neighborhood centers continue to evolve as desirable places to live, work, and conduct business by:

- Supporting job creation and business vitality
- Protecting and enhancing neighborhood character
- Improving the pedestrian environment
- Providing housing growth in neighborhood business districts
- Achieving quality design through development flexibility

- Supporting transit connections
- Balancing parking needs
- Making the Land Use Code easier to use

For more information on the Neighborhood Business District Strategy go to the website at www.seattle.gov/dpd/planning/nbds or contact Lish Whitson, DPD Planner, at (206)233-0079 or nbds@seattle.gov.

2004 Priority Summary: The demolition of the Colman Building at 23rd and Union was completed this year summer (2004). The Office of Economic Development (OED), Central Area Development Association (CADA) and the Capitol Hill Housing Improvement Program (CHHIP) continue to explore housing and economic development alternatives for the owner. The City is willing to help facilitate development when a specific proposal comes forward.

Dena Gazin
08/13/04

Matt Moeller (386-9741) from DPD reports that the new owner has initiated the process to get a demolition permit. Ms. Nancy Yamamoto from OED, the Central Area Development, and Capitol Hill Housing Improvement Program continues to explore housing and economic development alternatives for the owner.

Ted Divina
05/04/04

Ms. Jean Tinnea from the Union Street Business Group stated that the businesses would appreciate the tearing down of the Colman building and redeveloping the site.

Ted Divina
02/10/04

2004 Priority submitted by 23rd and E. Union stewardship group.

Dena Gazin
02/10/04

Target Completion	Estimated Cost	N/A	Status	In-Progress
Lead Agency/Contact	DPD; Lish Whitson, 206-233-0079		Priority	Top

Implementor Police
Matrix HD-22

Activity *Continued support for: Weed & Seed programs, Crime Prevention staffing, Community Police Teams, Block Watch Program*

HD-22: 1 of 1 **Sub-Activity** Additional police support for key programs in the community; specifically Weed & Seed, Crime Prevention and Block Watch programs.

Sub-Act Weed and Seed:
Comment(s) The City of Seattle presently has two Weed and Seed sites. The Southeast site is located in south Seattle and the Central site, which has been in existence since 1993, is located within the East Precinct boundaries. Over the course of this program there has been many successful solutions to various crime issues, and this success comes directly from community participation and action.

Jason Wachs
10/19/05

Block Watch Programs:
The beginning of 2003 has brought about some major changes in Crime Prevention Services. These changes are a result of budget reductions and the creation of a new organizational model. Block Watch now follows a model that emphasizes neighborhood-based enforcement services within Police Precincts and strengthens emergency preparedness for individuals and neighborhoods.

Seattle has always been recognized for its Crime Prevention program, with over 3,800 registered block watches citywide. Block Watch has been shown to be an effective deterrent of crime at the neighborhood

level, and the success of our program is a result of the wonderful work that Block Captains have done over the years. The Department greatly appreciates this work, and is committed to working with you to strengthen and expand Block Watch.

Because the Department can no longer offer same variety of services to work directly with Block Watches, community participation in active Block Watches is even more vital now. The increased emphasis on neighborhood emergency preparedness makes Block Watch a critical component to public safety in Seattle. We will also work to educate Block Captains on how to use other City agencies for issues that are not in the purview of the police.

The Department central Crime Prevention number (206-684-7555) is no longer in service. You should now contact the Community Crime Prevention Coordinator in your precinct. The East Precinct Crime Prevention Coordinator is Sonja Richter (206) 684-7717 sonja.richter@seattle.gov.

Because we now have fewer Crime Prevention Coordinators, they will not be able to attend every Block Watch meeting. If you are planning a meeting, contact your Coordinator as early as possible. If the meeting is being organized to respond to a crime related problem, let your Coordinator know . . . they may be able to assist in getting an appropriate representative to talk about that specific problem.

What if I no longer want to be a Block Captain?

If you find you are no longer able to continue as a Block Captain, we ask that you find a replacement in your block and pass that information onto the Crime Prevention Coordinator responsible for your geographic area. If you are unable to find a replacement, please pass that on as well.

2004 Priority Summary: Sergeant Jeff Durden (733-9536) from the East Precinct reports that the Precinct has two Crime Prevention Coordinators for the Block Watch program. A precinct official actively participates in and supports Weed & Seed. Additionally, there are five officers and a sergeant that work the Number 1 priority from the Madison/Miller group in the Central District.

Ted Divina
05/07/04

Dena Gazin
02/10/04

Target Completion	Estimated Cost	N/A	Status	On-Going
Lead Agency/Contact	Police; Michael Washburn, 206-233-2033		Priority	Third

Implementor Transportation**Matrix** OI-43**Activity** Provide technical and financial support to implement priority transportation improvements.

- Traffic analysis on 23rd Avenue
- Evaluation of existing transportation management plans for institutions
- The "Central Gateway" Project
- Business node pedestrian improvements

<u>OI-43: 1 of 3</u>	Sub-Activity	Paint crosswalks at 23rd Avenue South at Main Street.	
	Sub-Act Comment(s)	2004 Priority Summary: Installing a marked crosswalk at some locations may actually increase the likelihood of a pedestrian-vehicle collision. This is especially true of marked crosswalks across multi-lane roads such as 23rd Avenue South. The Seattle Dept. of Transportation (SDOT) recommends that pedestrians cross 23rd Avenue South at the signalized intersections of South Jackson Street or East Yesler Way.	Dena Gazin 08/13/04
		No additional information is available on this project.	Ted Divina 05/07/04
<u>OI-43: 2 of 3</u>		1 of 5 neighborhood plan priorities submitted by 23rd Ave. South & South Jackson Street Planning Node	Dena Gazin 02/10/04
	Target Completion	Estimated Cost N/A	Status Closed
	Lead Agency/Contact	Transportation; Megan Hoyt, 684-5124	Priority Fifth
<u>OI-43: 3 of 3</u>	Sub-Activity	Implement a left turn lane from 23rd Avenue onto Madison going west bound.	
	Sub-Act Comment(s)	This project has been closed. The Seattle Department of Transportation (SDOT) has examined the intersection and determined that there is insufficient roadway space to create a left turn lane. Additional property acquisition is not likely to accommodate a left turn lane.	Jason Wachs 10/18/05
		2004 Priority Summary-The Seattle Dept. of Transportation (SDOT) has examined this intersection and determined that there is insufficient roadway space to create a left turn lane, unless additional street-right-of-way is purchased. At this time there is no funding available to purchase additional property.	Dena Gazin 08/13/04
<u>OI-43: 3 of 3</u>		SDOT response reports that the project funding was eliminated in the 2004 budget. District Coordinator to meet with Tony Mazzella to explore alternative sources for assistance.	Ted Divina 05/07/04
		SDOT had proposed plan to hire consultant to study 23rd/Madison intersection particularly feasibility and cost of installing northbound to westbound left turn lane. Funding for this project was eliminated by Council from 2004 budget.	Tony Mazzella 02/25/04
		Priority submitted by Andrew Taylor, Chair- Miller Park Neighborhood Association	Dena Gazin 02/10/04
<u>OI-43: 3 of 3</u>	Target Completion	Estimated Cost N/A	Status Closed
	Lead Agency/Contact	Transportation; No Lead Contact Assigned	Priority Fourth
	Sub-Activity	Create left-hand turn signal north and southbound on South Jackson at 23rd.	
	Sub-Act	SDOT has existing Northbound/Southbound left-turn phases at 23rd/Jackson. Eastbound/Westbound	Jason Wachs

Comment(s)	left-turn phases do not meet left-turn warrant (criteria).	08/22/05
	2004 Priority Summary: Tony Mazzella (684-4711) from Transportation (SDOT) reports that SDOT has existing northbound/southbound phases. The District Coordinator will be requesting that with the new housing development and the generation of new economic development (i.e. Washington Mutual Bank on the SW corner of 23rd & Jackson), SDOT should consider a new assessment of the traffic density during peak times, in particular Washington Middle School buses and how they mix with the regular traffic.	Ted Divina 05/07/04
	SDOT will not be putting in a marked crosswalk as it is not an appropriate tool at this location.	Eric Tweit 04/05/04
	We have existing NB/SB left-turn phases. However, if request is for left turn for EB/WB, SDOT studied but intersection didn't meet left-turn warrant (criteria).	Tony Mazzella 03/10/04
	Mr. George Staggars from the Central Area Development Association stressed the number one priority as left-hand turn lights on So Jackson both S/N bound on 23rd.	Ted Divina 02/10/04
Target Completion	Estimated Cost N/A	Status Closed
Lead Agency/Contact	Transportation; Adiam Emery, 684-5121	Priority Second